



The Town of
**Leesburg,
Virginia**

ROBERT S. NOE, JR.
Town Manager

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August 17, 2004

Honorable Mayor and Members of Council
Town of Leesburg

Madam Mayor and Members of Council:

I am pleased to present to you the approved FY 2005-2009 Capital Improvements Program (CIP) for the Town of Leesburg. The CIP represents a plan to meet the capital needs of the town's government and its citizens, based on the Town Plan, Utility System Master Plan, Storm Drainage Master Plan, Ida Lee Park Master Plan, Airport Master Plan, citizen requests, and an assessment of capital needs outlined by the director of each of the town's departments. The CIP also indicates how Leesburg proposes to fund the identified capital improvement needs over the next five years.

The five-year CIP includes 49 projects totaling \$121,849,714 divided among Leesburg's General, Utilities and Airport Funds as follows:

General Fund	\$52,064,714
Utilities Fund	61,730,000
Airport Fund	<u>8,055,000</u>
Total	\$121,849,714

Highlights of the CIP projects for FY 2005 are:

- Catoctin Circle Trail Southwest
- South King Street Trail
- Route 15 Widening (South King Street)
- Dry Mill Road curbs, gutters and drainage improvements
- West Market Street Sidewalk and Drainage
- Tuscarora Creek Improvements
- Ft Evans Road Sidewalk and Drainage
- Water Pollution Control Expansion Project

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The FY 2005 budget provides funding for 27 projects. Project funding has increased from \$21,504,633 in FY 2004 to \$45,315,864 in FY 2005 primarily as a result of the \$24.3 expansion of the water pollution control facility. Leesburg has approximately \$46 million in General Obligation Bonds debt. The debt service payments for these bonds place a burden on the town's operating budget. For this reason, it is important that the town carefully analyze the issuance of future bonds to pay for capital projects.

As part of the FY 2005 Budget, the town has proposed to issue \$7.2 million in bonds to fund in part or fully 14 projects in the areas of parks and recreation, streets and highways and drainage projects. To fund the town's share of the Route 15 road widening project, the budget includes a General Fund transfer of \$55,000 to the Capital Fund. Drainage projects are a major portion of the improvements scheduled to receive funding in FY 2005. Funding has been provided to study twenty problem areas throughout town along with improvements to Fort Evans Road and Tuscarora Creek. Battlefield Parkway from Route 7 to Sycolin Road will receive \$7.4 million toward the total cost estimated at \$20 million. To date more than \$11.7 million has been set aside for this project with construction scheduled to start in 2009. Not all projects require General Fund transfers or bond proceeds. The town is expecting significant funding assistance from grants, donations, proffers and the Loudoun County Gas Tax Fund.

For future years, Council will have to focus on its most important priorities. Our success in meeting future capital project needs will largely depend on the availability of intergovernmental funds, federal and state funds and grants and our ability to limit future debt. The Utilities Fund availabilities fees remain strong and can meet the capital needs outlined over the five-year planning period.

Finally, special recognition is acknowledged to Michael Freda, Management/Budget Officer; Nagi Elsewaissi, Director of Capital Projects Management; Bob Berkey, Management/Budget Analyst; David Fuller, Chief of Comprehensive Planning; and the town's department directors, who also made invaluable contributions toward the overall management of the CIP process.

Very truly yours,

Robert S. Noe, Jr.

FORWARD

The Town of Leesburg was established in 1758 and is located in Loudoun County, Virginia, approximately 35 miles northwest of Washington, D.C. The town has a land area of 12.32 square miles, comprised of 11.84 square miles expanded from 3.75 square miles by a 1984 annexation, and including .29 square miles from a 1985 boundary line adjustment, 0.095 square miles from a 1990 boundary line adjustment, and 0.107 from a 2002 boundary line adjustment. The town is the county seat of Loudoun County. The population of Leesburg is estimated at approximately 34,835.

The town has been organized under the Council-Manager form of government since 1962. The Town Council is the legislative body of the town and is empowered by the charter to make town policy. Six of the seven Town Council members are elected at large for four-year overlapping terms and the mayor, also a member of council, is elected for a two-year term.

The Council appoints a town manager to act as chief executive officer of the town. He serves at the pleasure of the Council, carries out its policies, directs business procedures, and has the power of appointment and removal of all town employees. Duties and responsibilities of the Town Manager include preparation, submission and administration of the capital and operating budgets, advising the Council on the affairs of the town, enforcement of the Town Charter and laws of the town, and direction and supervision of all departments.

The Town Council, in its legislative role, adopts all ordinances and resolutions and establishes the general policies of the town. The Council also sets the tax rate and adopts the budget.

CAPITAL IMPROVEMENTS PROGRAM FISCAL YEARS 2005-2009

INTRODUCTION

This Capital Improvements Program (CIP) represents a guide for financial decisions, annual budgeting, and the coordination of major public investments in the preservation and expansion of the town's infrastructure. This plan shows how Leesburg will address its public facility needs and the types of funding available over the next five years.

A five-step process is used to prepare the Capital Improvements Program. First, department directors identify potential capital projects for a five-year period. Second, the Capital Projects Committee (CPC) made up of the, Director of Finance, Management/Budget Officer, Management/Budget Analyst, Assistants to the Town Manager, Chief of Comprehensive Planning, and Director of Capital Projects Management performs an analysis of each project to identify priorities. Third, the town's financial capabilities are analyzed to determine revenues available for capital projects. Fourth, a schedule of capital projects is prepared for the five-year planning period and is approved by the Town Manager for submittal to the Planning Commission and Town Council. Finally, the CIP is reviewed, revised and recommended by the Planning Commission to the Town Council for evaluation and adoption. The CIP is updated annually prior to adoption of the budget.

The CIP includes capital projects, continuing programs and capital equipment. A capital project is defined as construction, renovation or demolition project or acquisition of land valued in excess of \$60,000 with a useful life in excess of ten years. Requests include new projects as well as approved projects that required continued funding.

RELATIONSHIP OF THE CAPITAL IMPROVEMENTS PROGRAM AND TOWN PLAN

The Capital Improvements Program and Town Plan are integrally related and mutually supportive. Capital projects identified in the CIP are designed to support the goals and objectives of the Town Plan. The Town Plan provides a strong basis for making long-term decisions.

DEBT SUMMARY

Overview and Debt Financing Principles

The Town of Leesburg is a rapidly growing community and one of the challenges growth brings to any community is the ability of its government to serve the infrastructure needs of its citizens. This has largely been accomplished in Leesburg through the issuance of long term general obligation and revenue bonds.

The Capital Improvements Program for FY 2005-2009 includes 49 projects. The Town annually publishes a separate Capital Improvements Program document. A summary of the CIP by fund is on the following pages.

The Town's FY 2005 General Fund debt service requirement of \$4,593,641 is 12.6% of the General Fund Budget. This is below the Town's goal of debt service expenditures not exceeding 15% of General Fund expenditures.

Debt service is the town's first funding obligation. Bonds issued in a particular fiscal year require increased General Fund resources in the following year's budget. A \$7.2 million bond is proposed to pay for various capital projects in FY 2005 and it is estimated it will increase the town's debt service by \$650,000 for FY 2006. The yearly cost to the General Fund to pay for the proposed Loudoun Street building addition is estimated at \$525,000 per year and once the town completes a series of drainage studies to review twenty different problem areas, additional bond financing will be needed to address the recommendations of the study. It is anticipated that for FY 2007, a mutli-million dollar bond will be needed to address the recommendations of the drainage studies. As the town plans for the future capital needs of the community, emphasis needs to be placed on the long-term impact of debt on the Town.

Leesburg has used long-term debt to fund the majority of its capital improvement projects and infrastructure improvements. Some of the assets acquired by the town through the issuance of these bonds have been; Ida Lee Park Recreation Center, Municipal Office Building, Parking Garage, Public Works Complex, Public Safety Facility, Wastewater Treatment Plant Expansion and upgrade, Thomas Balch Library expansion, Veterans Park, Freedom Park, Leesburg Executive Airport improvements and storm drainage and highway improvements. In November 2001, the town approved a bond issue in the amount of \$4,200,000 for the development of Freedom Park. This park, which opened on April 5, 2003, provides four new baseball/softball fields and a football/soccer field as well as other recreation amenities in the southern part of town on Evergreen Mill Road. The town's most recent bond was issued in May of 2003 in the amount of \$1.35 million dollars for sidewalk, drainage and trail projects.

It is the town's policy to limit debt financing to fund capital projects that have useful lives that will exceed those of the bonds. The Town Council's debt policy is outlined below.

Debt Policy. The established town debt policy is as follows:

- Debt may be utilized as a means to keep pace with the maintenance and capital needs of town growth. The town will make financial decisions that ensure future debt will be available at a reasonable cost.
- Borrowed funds should only be used for capital projects that cannot be funded through operating revenue. The town should not fund current operations with borrowed proceeds.
- The debt repayment period for financing capital improvements through bond issues should not exceed the expected life of the improvement being financed.
- Even though debt capacity is 10 percent of real estate assessments, Council has adopted a more conservative capacity favored by bond rating agencies. Total town general obligation debt should not exceed \$2,000 per capita.
- General Fund debt service expenditures should not exceed 15 percent of the town's total General Fund operating expenditures.
- User fees should be considered for those services with specialized clientele.
- Intergovernmental funding will be aggressively pursued to ensure all revenue sources are identified and garnered for programs that the Town Council identifies as priority.

Summary of Outstanding Debt and Bond Issues as of June 30, 2004

General Obligation Bonds. The town issues general obligation bonds to provide funds for the acquisition and construction of major capital facilities. General obligation bonds have been issued for both general government and proprietary activities. These bonds are reported in the proprietary funds if they are expected to be repaid from proprietary fund revenues. In addition, general obligation bonds have been issued to refund both general obligation and revenue bonds. General obligation bonds are direct obligations and pledge the full faith and credit of the town. These bonds generally are issued as serial bonds with amounts of principal maturing each year.

Revenue Bonds. The town also issues bonds where the town pledges income derived from the acquired or constructed assets to pay debt service.

Outstanding long-term debt at June 30, 2004, includes the following bond issues shown on the next page.

General Obligation Bonds:

\$1,350,000 2003 General Obligation Bonds due in semi-annual installments of \$60,028 to \$61,074 through July 15, 2018; interest at 3.6%	\$1,350,000
\$7,930,000 2003 General Obligation Refunding Bonds due in annual installments of \$90,000 to \$1,635,000 through August 1, 2010; interest at 4.5%	7,840,000
\$4,200,000 2001 General Obligation Bonds due in annual installments of \$154,578 through January 15, 2022; interest at 4.02%	3,933,695
\$14,545,000 2000 General Obligation Bonds due in annual installments of \$15,000 to \$1,810,000 through January 15, 2021; interest at 4.5% to 6%	14,190,000
\$9,480,000 1999 General Obligation Bonds due in annual installments of \$360,000 to \$700,000 through June 15, 2019; interest at 3.75% to 4.8%	7,875,000
\$8,035,000 1998 Series General Obligation Refunding Bonds due in annual installments of \$55,000 to \$965,000; interest at 4.0% to 4.5%	6,860,000
\$12,300,000 1996 General Obligation Bonds due in annual installments of \$505,000 to \$705,000 through June 1, 2010; interest at 4.9% to 5.4 %	3,760,000
\$670,000 1998 General Obligation Bonds due in monthly installments of \$6,927.64 through February 17, 2008; interest at 4.45%	<u>280,770</u>
Total General Obligation Bonds	\$46,089,465

Revenue Bonds:

\$11,000,000 1999 Utility System Revenue Bonds due in semi-annual principal and interest installments of \$391,534; interest at 3.5%	\$9,752,315
\$23,265,000 1997 Utility System Revenue Refunding Bonds due in annual installments of \$70,000 to \$1,900,000 through July 1, 2022; interest at 4.5% to 5.125%	<u>23,195,000</u>
Total Revenue Bonds	\$32,947,315
Total Bonded Debt	<u>\$79,036,780</u>

Revenue Bonds constitute special obligations of the town solely secured by a lien on and pledge of the net revenues of the water and sewer system. The revenue bonds are collateralized by the revenue of the water and sewer system and the various special funds established by the bond covenants. The covenants provide that the revenue of the system is to be used first to pay operating and maintenance expenses of the system and second to establish and maintain the revenue bond funds. Any remaining revenues may then be retained in a surplus account. The covenants also contain certain provisions which require the town to maintain revenues, as defined in the covenants, of at least 1.25 times the annual debt service requirements. For FY 2004, all revenue bond covenants were met and the budget anticipates that all bond covenants will be met next year.

The allocation of bonded long-term debt to funds or to the general long-term debt account group is determined based on the Town's intention for repayment of the debt. The allocation of debt by fund and account group is as follows net of issuance discount.

<u>Bonds</u>	<u>Enterprise Funds</u>	<u>General Long-term Debt Account Group</u>	<u>Total</u>
1996 Public Improvement Bonds	\$275,121	\$3,484,879	\$3,760,000
1997 Utility System Revenue Refunding Bonds	23,195,000		23,195,000
1998 General Obligation Bonds	280,770		280,770
1998 G.O. Refunding Bonds	1,235,650	5,624,350	6,860,000
1999 Virginia Resources Authority Loan	9,752,315		9,752,315
1999 General Obligation Bond		7,875,000	7,875,000
2000 General Obligation Bond	3,533,310	10,656,690	14,190,000
2001 General Obligation Bond		3,933,695	3,933,695
2003 General Refunding Obligation Bond	2,297,120	5,542,880	7,840,000
2003 General Obligation Bond		<u>1,350,000</u>	<u>1,350,000</u>
Total bonds payable	<u>\$40,569,286</u>	<u>\$38,467,494</u>	<u>\$79,036,780</u>
Capital leases		\$179,833	\$179,833
Note Payable			
Long-term portion of accrued vacation payable for General Fund		<u>809,326</u>	<u>809,326</u>
Amount to be provided for retirement of general long-term debt	<u>\$40,569,286</u>	<u>\$39,456,653</u>	<u>\$80,025,939</u>

Annual requirements to amortize long-term debt and related interest payment are as follows:

<u>Year Ending June 30,</u>	<u>Bonded Obligations Principal</u>	<u>Interest</u>	<u>Capital Leases</u>	<u>Totals</u>
2005	\$4,581,688	\$3,559,888	\$179,833	\$8,321,409
2006	4,651,787	3,363,782		8,195,403
2007	4,690,717	3,156,558		7,847,275
2008	4,607,876	2,959,224		7,567,100
2009	4,603,870	2,754,773		7,358,643
Thereafter	<u>55,900,842</u>	<u>17,506,127</u>		<u>73,406,969</u>
Totals	<u>\$79,036,780</u>	<u>\$33,300,118</u>	<u>\$179,833</u>	<u>\$112,696,799</u>

DEBT MANAGEMENT

The town's bonds are rated by both Moody's Investors Service and Standard and Poor's Corporation and carry ratings of A1 and AA- with these respective firms.

LEGAL DEBT MARGIN

The Code of Virginia limits to 10% of the assessed valuation of the real estate subject to taxation as the total amount of General Obligation debt which can be issued by the town. The debt used to determine this limit includes any bonds or other interest bearing obligations supported by the full faith and credit of the town. Excluded from this calculation would be any revenue bonds or debt which debt service requirements are derived from a source other than from the town's real property tax revenues. The following was the town's legal debt margin as of June 30, 2004:

Assessed Value	\$4,184,356,038	
Debt Limit 10% of Assessed Value		\$418,435,603
Amount of debt Subject to Debt Limit:		
General Bonded Debt	38,467,494	
Enterprise Fund Debt	<u>7,621,971</u>	
Total Applicable to Debt Margin		<u>(46,089,465)</u>
Legal Debt Margin		<u>\$372,346,138</u>

The town's projected general obligation debt per capita as of June 30, 2004, is \$1,323 which is below the \$2,000 limit imposed by the Town Council.

Future Debt Planning

The following projects are scheduled for debt financing in the 2005-2009 CIP:

Project Description	Proj. No.	Existing Bond Funds	2005 Bond Issue	2006 Bond Issue	2007 Bond Issue	2008 Bond Issue	2009 Bond Issue
PARKS AND RECREATION PROJECTS							
CATOCTIN CIRCLE TRAIL	8		310,000				
SOUTH KING STREET TRAIL - PHASE II	12						330,750
IDA LEE SOCCER/LACROSSE FILED NO. 3	13					1,050,000	
IDA LEE PARK TRAIL PHASE II	14					275,000	
OLDE IZAKK WALTON POND	15				615,000		
OUTDOOR POOL	17					25,000	445,000
VETERANS PARK AT BALLS BLUFF IMPROV	18					200,000	3,654,000
BARN RENOVATIONS AT IDA LEE PARK	19				308,500		
STREETS & HIGHWAY PROJECTS							
DRY MILL ROAD IMPROVEMENTS	32	60,000	825,000				
BATTLEFIELD PARKWAY, SYCOLIN RD. AT RT. 7	35-A				5,000,000		
WEST MARKET ST SIDEWALK & DRAINAGE	40	115,000	550,000				
EAST MARKET STREET SIDEWALK	44		75,000				
TRAFFIC SIGNAL MAST ARM REPLACEMENT	47		120,000				
EDWARDS FERRY ROAD	48				2,135,000		
STORM DRAINAGE							
WOODBERRY ROAD IMPROVEMENTS	49				105,000	365,000	
MISCELLANEOUS DRAINAGE STUDIES	50		200,000				
TURNER HARWOOD STORM DRAINAGE	51				548,531		
TOWN BRANCH IMP KING ST TO MONROE ST	52	40,000	650,000				
TOWN BRANCH IMP EAST END MOSBY DR	53	25,000	265,000				
TUSCARORA CREEK IMPROVEMENTS	54	50,000	845,000				
FT EVANS RD SIDEWALK & STORM DRAIN	55	270,000	1,255,000				
GOVERNORS DRIVE NEAR ROUTE 15	56		150,000				
HARRISON ST. AT COLONIAL SQ.	58		1,400,000				
COUNTRY CLUB STORM DRAIN	60		370,000				
LEESBURG COMMONS/PLAZA STREET	61		30,000				
BUILDINGS GROUNDS AND EQUIPMENT							
SALT STORAGE DOME			168,000				
TOTAL GENERAL FUND		\$560,000	\$7,213,000	\$0	\$8,712,031	\$1,915,000	\$4,429,750
TOTAL FOR CIP		<u>\$560,000</u>	<u>\$7,213,000</u>	<u>\$0</u>	<u>\$8,712,031</u>	<u>\$1,915,000</u>	<u>\$4,429,750</u>

SUMMARY OF CAPITAL PROJECTS

The capital improvements program is divided into eight functional areas:

- | | |
|------------------------------------|---------------------------|
| - Parks and Recreation | - Utility Lines |
| - Streets and Highways | - Water Supply |
| - Storm Drainage | - Water Pollution Control |
| - Buildings, Grounds and Equipment | - Airport |

The project schedule is a master list of projects organized by functional area. Individual projects are shown on the project summary pages along with sources of funding for each project. The following are the major projects funded for FY 2005. Funding shown in FY 2006-2009 is for planning purposes only.

Parks and Recreation

Funding is approved to construct the Catoctin Circle Trail Southwest and the South King Street Trail.

Streets and Highways

The FY 2005 streets and highways projects include \$9,957,864 in improvements with final funding for the widening of Route 15 (South King Street) and improvements to Dry Mill Road being the most significant projects. Funding in the amount of \$7,418,000, from non-town sources, will be set aside toward the Battlefield Parkway – Sycolin Road to Route 7 project. Funding is also available to provide sidewalk and drainage improvements along West Market Street.

Storm Drainage

Funding in the amount of \$5.1 million is included for nine storm drainage projects. Improvements are proposed for Ft. Evans Road and Governor's Drive along with improvements to Town Branch and Tuscarora Creeks. The town will complete a series of drainage studies to review twenty different problem areas throughout the town.

Buildings, Grounds and Equipment

A salt storage dome to cover salt used for snow removal is funded in the amount of \$168,000.

Utility Fund

The major utility projects for FY 2005 includes \$24.3 million to expand the town's Water Pollution Control Facility, additional funding to construct a Utility Maintenance Building, and funding to improve water pressure in the western portion of the town. Over \$61 million in projects are proposed over the five year planning period.

Airport Fund

The \$2.6 million in airport projects include resurfacing the runway, perimeter security fencing, acquiring land surrounding the airport, and the South Apron Expansion and South Runway Exit project. Approximately 95% of the airport projects' funding will come from the Federal Aviation Administration and Virginia Department of Aviation.

STATUS OF FULLY FUNDED CAPITAL IMPROVEMENT PROJECTS

The following is a list of the capital projects that have been fully funded by the Town Council. The list includes the project title, the current accumulated appropriation, the status, and a brief summary of the purpose of the project.

PROJECT	FUNDING	STATUS	PROJECT SUMMARY
PUBLIC WORKS			
Dry Mill Road Improvements	\$929,864	Final Design	Construct curb, gutter, and sidewalk as well as widening the pavement to match existing Dry Mill Road at Town Branch. Storm drainage improvements are also part of this project.
Fort Evans Road Improvements	\$1,525,000	Final Design	Construct storm drainage improvements including curb, gutter, and sidewalk to ease flooding of Fort Evans Road and to provide continuous sidewalk from E. Market Street to Heritage Way.
Rtes 7 & 15 Traffic Signal	\$144,000	Under Construction	Coordinate seven (7) traffic signals along Rte. 15 to enhance traffic flow and reduce emissions by minimizing stops and delays.
S. King St. Bridge Abutment	\$150,000	Under Construction	Repair abutments cracked by corrosion and friction from thermal movement.
W. Market St Sidewalk	\$665,000	Preliminary Design	Construct curb, gutter, and sidewalk on W. Market Street from Morven Park Road to Catoctin Circle/Fairview Street.
Traffic Signal Mast Arm Repl.	\$120,000	Preliminary Design	Add pedestrian push button signal, new mast arm and upgrade old wiring at the intersection of South King Street and Loudoun Street.
Misc. Drainage Studies	\$200,000	Study phase	Perform storm drainage studies for the following areas; Woodberry & North St., Ayr & Ayrlee (north of the hospital), Mason's Lane & Evergreen Mills Rd., South St. at King St., N King St at Union Cemetery, King St. near China King, Leesburg Commons near LPD headquarters, North St. at Pennington Lot, Ayr-Liberty-Market-Loudoun (Baptist Church), Loudoun Hills Townhouses, and Plaza St. Shell.

Town Branch at King Street	\$795,000	Design	Clean and stabilize the existing channel and construct improvements to contain the 100-year flood as identified in the Storm Water Master Plan.
Town Branch at Mosby	\$290,000	Prelim Design	Improvement to storm drainage to protect the existing structures at the end of Morven Park Road from the 100-year flood.
Tuscarora Creek Improvements	\$895,000	Prelim. Design	Channel improvements to Tuscarora Creek to control the 100-year flood event as identified in the Storm Water Master Plan.
Governors Drive near Rt. 15	\$150,000	Prelim. Design	Improvements to the existing storm drainage pipe on Governors Drive between Route 15 and Tuscarora Drive.
Edwards Ferry/Colonial Square	\$1,400,000	Prelim. Design	Construct storm drainage upgrades and improvements that originate from the North King St. drainage area, this is required to alleviate potential flooding during severe rain events.
Country Club Storm Drainage	\$415,000	Final Design	Construct storm drainage improvements to alleviate flooding of backyards and drainage problems along the western end of Country Club Drive.
Wilson/Pershing Aves Improv.	\$1,000,000	Final Design	Install sidewalks, curbing, gutters, and storm drainage on Wilson and Pershing Avenues.

UTILITY FUND

Radio Meter Reading System	\$158,000	Under Construction	Installation of a radio water meter reading system for monthly billings of commercial accounts.
Water System Improv. Phase II	\$70,000	Under Construction	Construct water main and metering station to interconnect the town's water supply system to the Loudoun County Sanitary Authority for emergency use.

PROJECT	FUNDING	STATUS	PROJECT SUMMARY
Water System Improve Phase 12	\$250,000	Under Construction	Water system improvements on Wirt Street, Old Waterford Road, Loudoun Street, Cavalier Arms, Mosby, North King Street, Adams Drive, and Hancock Place.
Utility Lines Maint. Bldg.	\$6.4 mil.	Design	Construction of maintenance building and offices for the growing needs of the Utility Lines Division.
Stowers/Stratford Interconnection	\$375,999	Under Construction	Construction of an interconnection between the Western Pressure Zone and Sycolin Pressure Zone to provide a back-up water supply for each zone.
Main Zone Tank #1	\$320,000	Preliminary Design	Engineering, design, and construction of a 2 million gallon elevated storage tank and 5,000 feet of 24-inch waterline.
Route 643 Water Tank	\$2,250,000	Preliminary Design	Construction of a 2 million gallon elevated tank and approximately 700 feet of 16-inch waterline.

AIRPORT FUND

Perimeter Security Fencing	\$280,000	Design	Construct 21,000 linear feet of eight foot high fencing around the perimeter of the airport to improve safety and security.
Runway Rehabilitation	\$3,100,000	Construction	Rehabilitate the existing runway to remove a vertical curve, resurface, install upgraded lighting, and necessary grading.
South Apron Expansion & Exit	\$1,395,000	-----	Demolition of twenty existing south end T-hangars, expansion of the main ramp to accommodate more T-hangars, and the construction of a south runway exit.

FINANCIAL ANALYSIS

Financing of the CIP over the next five years includes using funds from the General Fund, Utilities Fund, Airport Fund, proffers, donations, grants from the Commonwealth, federal government and Loudoun County, and bond proceeds. Each Capital Project Detail sheet indicates the funding source(s) for each project proposed. The Debt Summary on Pages 2-6 outlines the town's current debt and Page 7 shows a future debt planning summary. Debt financing is generally used to finance major capital projects. The town's ability to issue new bonds will depend on its future financial health. On Page 13 is a proforma of the Utilities Fund and on Page 14 is the Airport Fund proforma.